TRADE PARALYZED BY FOG. A JANUARY THAW THAT WILL LONG

BE REMEMBERED. Brooklyn Men Turning Back to their Homes Rather than Risk the Perils of the Fer-rics-Railronds Crippled and Ferry Boats

Guided by For Bolls. The fog that overhung New York and neighborhood yesterday was the densest known for many years. In this city a person was unrecognizable from the opposite side of the street. The fog settled down upon everything

like fine rain, and more resembled a Scotch mist than anything else. Its thawing effect on the snow was something marvellous, the big heaps gradually lessening under its influence, and the gutters and every place that afforded a channel speedily overflowing with water. The streets were, consequently, in a very unpleasant condi-There were few, if any, crossings over which a pedestrian could venture without get-ting ankle-deep, and traffic in the great thor-oughfares was much impeded.

BROADWAY WAS A SWAMP OF SLUSH, BROADWAY WAS A SWAMP OF SLUSH,
the Bowery was little better than a river, and all
the large avenues were in a terrible state. The
cars ran as regularly as was to be expected, but
the blocks were numerous, and the getting ou
and off the cars was a matter that required
judgment and fortitude.

On Thursday before midnight there were indications of a coming thaw, and the streets were
so slippery as to be absolutely dangerous. Toward
4 o'clock yesterday morning the fog began to
settle over the city, and when day dawned
through the gloomy air people saw too certainly
what was impending. Those who had urgent
business had to face the weather with all its discomforts, and car and stage and boat were
grammed all through the early morning.

BROADWAY IMPASSABLE.

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From the Battery to Spring street, Broadway, was impassable, excepting to those bold and reckless spirits who dived into the slush regardless of consequence, and waded across the broad street through a liquid compound of mud and snow, reaching the opposite sidewalk with a desperate leap. Each corner was graced by numbers of ladies, who waited for a few minutes, apparently in the hope of some miraculous interposition; this failing, they waiked disconsolately up or down the streets, and finding no change for the better, many recklessly dived into the slush, and eventually, after running numberless risks, reached the other slide wet and bedraggled, and thoroughly disgusted with the Street Cleaning Department.

The stages rattled along as usual, and as they drew up to the sidewalk to receive a passenger, spisshed quarts of the slush upon innocent pedestrians. The stages were full to the utmost of their proverbial capacity. Men hung on the atops behind, and many of the drivers had two or three passengers on the box with them.

Above spring street was less slushed, the Street Cleaning Department having carted the snow away soon after the storm. In front of some of the up-town stores men were kept at work all day sweeping the street, which was thus in excellent condition for foot travellers.

A novel business enterprise was that of a stalwart young Irishman, who located himself at Keade street and Broadway, and for 25 cents a head carried passengers across the street on his back. He is said to have made a very good thing of it.

THE DAY ON THE RIVERS.

The fog on the rivers was something fearful to look on. It lay like a heavy murky pall close to the water, and blocked out every prospect. A man entering a ferry house could not see a sign of the boat that lay at the slip thirty yard beyond. The ferry houses were crowded with anxious passengers, waiting for boats that were supposed to be struggling through the fog outside, but which were undiscernible until within ten feet of the bridge. First you saw the glided knob of the flagstaff through the mist, like a pale moon in miriature; then the hull of the boat loomed up, shoving a bank of fog before it, and the dull gray forms of men and women were distinguished. THE DAY ON THE RIVERS.

FROM THE DECK OF THE BOAT

could not see the pilot house, and the masts e vessels that lay alongside of the wharves cut of half way by the fog. The abutments he will viver bridge were lost to view, and ards from the ferry boats the water itself ten yards from the ferry boats the water itself was availed ord up in the mist.

The scenes at the Brooklyn ferry houses yesternaments were such as few ever remember having witnessed before. The ferry masters, seeing the immense concourse of passengers which jammed every space within the ferry houses, resolved to put them across before they suffered any teams or vehicles whatsover to pass over.

THE STREETS JAMMED WITH VEHICLES.

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The result was that all the avenues to the ferries were so crowded with trucks, drays, carts, wagons, sleighs, and vehicles of every description, that it was almost impossible for pedestrians to reach the boats. For three or four hours the thoroughfare from Fulton ferry to Concord street from Fulton ferry to Concord street whistles and ringing of bells. Shortly before it had been discovered that her pilot was steering that the street of t from Fulton ferry to Concord street was thus packed, and many persons at length turned off at some cross street and made their way home again, there being no better show for them either at Wall street or Catharine. The South and Hamlton ferries did not run regularly during the day, and this made the blockade worse. The South street, Williamsburch, ferry did not ply after 6 o'clock A. M., and only one boat ran between New York and Bridge street, and two boats between Grand street and South street. The Fulton and Wall street ferry boats ran with as much regularity as possible. The Staten Island boats were all very much behind time. It was said that one of them, after those in charge had used the utmost caution, and when they flattered themselves that they were going ahead prodigiously, found itself in the East river, opposite Fulton street, and was with difficulty navigated to its own pier.

washumored between the Magnolia and the pro-peller Mary Wayte, but it lacked confirmation. The Hoboken and Jersey City ferry boats were greatly delayed. Several of them had to put back three or four times before they could safely start on their trips. Very few craft were on the rivers. All the tugs were laid up at their piers, and those which had gone down the harbor before the fog yesterday morning were supposed to have found some place to lie snug in down the hay. posed to have found some place to he down the bay.

The most remarkable fact in connection with the fog was the wonderful accuracy with which the ferry pilots steered their boats into the slips. The only thing to guide them was

which were rung all day, and yet with scarcely an exception the boats hit the slips to a nicety. One Fulton ferry boat shaved the side of another ferry boat as it entered the New York slip. This delayed it for a minute, and an anxious business man, thinking he saw an opportunity to get ashore ahead of everybody else, leaped upon the boat lying in the slip. Before he got half the length of the boat, she moved away on her trip to Brooklyn, and carried the enterprising traveller back to his native shores.

SCENES AT FULTON FERRY LAST VANDAGE. SCENES AT FULTON FERRY LAST EVENING.

Scenis at fullon feiry Last evening.

The rush of Brooklyn folks for home was so great from half past 4 to half past 6 that the ferry house was full almost all the time. After wading down Fulton street many were obliged to wait at least fifteen minutes before they could reach the gates. Once inside it was a difficult matter to board the boats, each of which carried nearly 1,500 passengers. The boats, filled on both upper and lower decks, slowly and carefully steamed out. No teams were carried from this city to Brooklyn until the rush was over. The belis on shore were kept ringing almost incessantly, and the steam whistles were screeching, except when the pilots wished to listen for the bells. The Brooklyn cars going toward the ferry were crowded, and many of them carried half their load back, as a large number of their passenger were afraid to trust themselves on the crowded boats.

The ferry-boat California, plying between Houston street and Williamsburgh, left the latter place at 2 o'clock P. M. yesterday. Shortly before 6 o'clook she succeeded in making the Fulton ferry slip, where she landed her passengers in safely.

Fulton ferry slip, where she landed her passengers in safety.

EXCITEMENT AT THE HOBOKEN FERRIES.

The excitement at the Hoboken ferries was intense. The ticket offices were all day crowded to overflowing by anxious passengers making inquiries as to the probable departure of ferry boats. The officers and employees were unable to give definite information, and as a consequence many went away, preferring to remain in the city over night rather than hazard their lives. The accumulation of snow and ice at the Christopher street crossing was at least a foot deep. The waiting room of the ferry was packed to its utmost capacity by men, women, and children. The regular running time is fifteen minutes, but yesterday the passengers considered themselves fortunate if they accomplished the trip in half an hour. One of the boats which left the slip on the New York side at 4:45 P. M. did not arrive at the rioboken slip until 6:15 P.M.

The Barclay street ferry, whose boats run at intervals of ten minutes, ran every half hour, and in one instance it took just one hour to make a trip. The scene was cheerless and dreary. The ringing of bells and blowing of whistles was deafening. There were very few women and children passengers. Every one was bespattered with mud from head to foot. The men cursed and stamped about the waiting foom, relieving the monotony by visits to a neighboring liquor store. A boat which left the New York slip at midnight probably was the last one last night.

THE PAVONIA AND CHAMBERS STREET PERRIES. The condition of the streets in the vicinity of the Twenty-third street ferry was very disagree-the. The pedestrians had the greatest difficulty in crossing the streets, which were alternately up, muddy water, and snow. Great

masses of ice collected in the slip and impeded the ferry boats. The pilots could not see more than twenty feet ahead. Bells were constantly rung and the whistles screeched out their warning notes. The boats did not run in accordance with the time table, and travel on the Erie road was therefore greatly interrupted. One of the boats last night came in contact with a pler in the vicinity of Nineteenth street, damaging the boat \$800. The damage to the pier has not been estimated.

All day long yesterday the ferry house at the foot of Chambers street was thronged by those who were obliged to meet their regular business engagements, or who were returning from their avocations. Locomotion was extremely dangerous over West street to the ferry house. Incautious pedestrians made frequent missteps into hidden holes, which proved to be filled with tweive or fifteen inches of mud. The boats ran about an hour apart. The ferry boat which crossed at nine last night was packed with passengers, something unusual at this hour.

COLLISION BETWEEN FERRY BOATS.

COLLISION BETWEEN FERRY BOATS. About 9 o'clock yesterday morning the ferry-boat Pavonia, of this line, was struck beneath the guard by the D. S. Gregory of the Desbroases street line. The timbers of the Pavonia were crushed, and she was only saved from sinking by being towed into shallow water near the Long Dock. The greatest excitement prevailed on board. There were but few ladies among the passengers. In the excitement many of the weaker were run down and seriously hurt by the stronger ones. A boat soon went alongside, and the occupants of the disabledyessel were allowed to embark. The water was then partially pumped out of the Pavonia by a "donkey engine." She will be docked for repairs.

"donkey engine." She will be docked for repairs.

The officers of the Pavonia say that their boat was standing still, and that the D.S. Gregory did not reply to the whistle, but crushed into the Pavonia's side, and went on without stopping to inquire how much damage was done. The pilot of the Gregory says that he could not understand what the Pavonia's whistle meant, but thought he was taking the right side. He denies that the Pavonia was standing still. An investigation will be held to determine upon whom the blame lies. The damage to the Pavonia amounts to \$10,000. The Gregory was but shightly damaged, only her rail and a part of the side of the cabin being broken.

shightly damaged, only her rail and a part of the side of the cabin being broken.

THE CORTLANDT AND DESIROSSES STREET FERRIES.

The Cortlandt street ferry was besieged by thousands anxious to get out of town. The fog was so dense even at noon that nothing could be discovered at the head of the silp. Lanterns were hung out to aid the incoming vessels. The boats ran every twenty minutes; the usual running time is ten minutes. Hundreds of passengers feared to cross the river, and put up at the hotels in the neighborhood. Cortlandt street was blockaded by hundreds of vehicles waiting for their turn to cross. The boats were damaged by collision with huge masses of floating ice.

The gatekeeper at the Desbrosses street ferry says that there has not been such a dense and long-continued fog for twenty years. Every precaution was taken to guard against collisions, but the fog was so thick that the pilots were unable to see boats until they were almost alongside. The conversation on the ferry boats was upon fogs, and comparisons were made with previous ones. In the recollection of the oldest inhabitant none have visited us in several years that could compare with that of yesterday. The paddle-wheels revolved with a crashing noise as they struck the ice, while the tolling of bells and blowing of whistles made the din sound like pandemonium. The boats ran every twenty-five minutes instead of every ten minutes, as usual. The boat which left at \$10 last night was so crowded by passengers and teams as to create alarm for its safety.

THE COMMUNIPAW FERRY.

The Pennsylvania Central Railroad Company's boats ran every half hour. The boat which left at 8 o'clock last evening did not reach its destination until half past nine. The drizzling rain which descended the greater part of the day ha' a gloomy effect on all travellers. The slip was obstructed with ice every time a boat attempted to enter, and repeated efforts were found necessary to effect a landing.

NAVIGATION IN THE UPPER BAY.

Those Staten-Islanders who live on the high alils yesterday morning looked down upon a dense cloud which entirely obscured the bay, and everything skirting it. It was generally remarked that a heavier fog had never been seen on the island. The ferry boats undertook their usual hourly trips. They were compelled, however, to run "on slow luils." It was impossible for the pilots to see further than the length of the boats. Look-outs were stationed on the bows, the whistles were blowing almost constantly, and the ferry officials manifested a more than usual aiertness in preventing collisions with other craft. This state of thingsscontinued all day. "The fog will lift by noon." was the encouraring remark of the morning. But by 1½ o'clock the three boats of the ferry company were each behind one trip, making three less than the usual number of arrivals in the Whitehall docks, and there was still no prospect of an improvement. NAVIGATION IN THE UPPER BAY.

The Mairtehall Ferries.

The Mairtehall Ferries.

The Hamilton and South Ferry boats made departures from New York at intervals of half an hour, with a degree of regularity. The time between their boats ordinarily is twelve minutes. Mornings and evenings it is but eight. The boats were run with extreme caution throughout the day, and there was no accident. The approach to all the ferries was disagreeable beyond description. Only the fortunate possessors of high-topped rubber boots could ford the street crossings with dry feet, and even these lucky persons were subjected, in common with others, to a merciless splashing from passing vehicles, driven with the New York Jehau's habitual disregard of consequences. Some of them would stand contemplatively on the verge of a crossing for several minutes before summoning sufficient courage to dash through the dirty slush. Ladles were especial sufferers.

dirty slush. Ladies were especial sufferers.

DELAY OF THE RAILWAY TRAINS.

The trains on the Hudson River, Harlem, New York, New Haven and Hartford, and Eric Railroads were but little delayed by the fog. Few of them were more than ten minutes late, the occasion being the slowing up while running through the city. On the Eric road the Cincinnation of the control o

was delayed an hour, and the way express twenty minutes.

WOMAN'S RIGHTS WITH A VENGEANCE.

Last evening Mr. Bergh and Officers Doty and Fields overhauled the one-horse cars running through Twenty-third street. Two cars were stopped at Fourth avenue and all the male passengers were turned out. One car had thirty-seven passengers packed away; eleven stood on the rear platform. The poor horse was exhausted, and the driver was in a state of dire confusion, being unable to see who paid fares and who did not. When the performance at Booth's Theatre was over, cap-Mo. 9, coming from the West side, was speedily crammed and the officers counted forty-one human beings inside and out—sixteen ladies and twenty-five men.

The driver attempted to make his nag move, but it was no go. "Every man and boy out." was Mr. Bergh's order, "or the car stops where it is." One drunken fellow on the front platform swore he would not get off although the driver himself ordered him, but the officers seized him by the collar and he landed in the mud. At length all the males got out, and the car went on with its fair freight of sixteen.

LOVERS SEPARATED.

The next car was served in the same manner. Several young gentlemen were very loth to leave their lady companions, but they acted eventually on the advice of Superintendent Hartfield, and ran along the sidewalk. An officer went on each car, and when any man attempted to board it the car was stopped until he got of again.

Each car weighs about twenty-six hundred pounds, and this, with sixteen passengers and the driver, Mr. Bergh thinks sufficient for one horse. Several ladies and gentlemen living in Twenty-third street have written to Mr. Bergh complaining of the crueity in overloading these single horse cars.

A SNOW STORM ROW.

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A large number of persons were arrested yesterday at the instance of the street railroad companies for shovelling snow off the side-walks out into the street. Among them was Mr. Malne, of 23 West Twenty-third street. His coachman being arrested he solicited arrest also, and gave ball in \$200 before Justice Cox. He says he will contest the legality of the arrest through the courts.

through the courts.

SNOW SLIDES FROM ROOFS.

Large masses of snow are sliding from the old-fashioned sianting roofs, and immense loicles dropping from defective water spouts. A gentleman from Philadelphia, in passing down Pine street, below William, yesterday came near having his neck broken by one of these unlookedfor avalanches. It struck his hat and shoulder, and had he been a little nearer the curb stones would have buried him. A mass of ice also fell with a tremendous crash from the spouting at 4 Well street later in the afternoon. Providentially no one was injured, though the pavement

masses of ice collected in the slip and impeded the ferry boats. The pilots could not see more VANDERBILT'S NEW FIGHT

ERIE'S PRESIDENT WANTING THE COMMODORE'S MILLIONS.

Annoying Lawsuits Growing Out of the Railrond King's Transactions with Smith, Gould, Martin & Co.—The Newest Phase of Boston, Hartford and Erie.

Encouraged by his success in obtaining 9,000,000 from Jay Gould, President Watson has resolved to attempt the recovery of \$3,500,000 in money, and bonds of the Boston, Hartford and Eric Railway to the amount of \$1,250,000, alleged to have been improperly obtained by Commodore Vanderbilt from the Eric Railway Com-

The original action for the recovery of this property was instituted under the auspices of James Fisk, Jr., in 1868, and, after years of litigation, was decided against Col. Fisk and the Erie Railway Company by Judge George G. Bar-nard. Counsel for the railway now claim that the decision of Judge Barnard was against the law and the facts, and the case has been taken

up on appeal.

The complaint on behalf of the Erie Railway Company alleges that in February and March, 1868, several actions were begun against the company and certain of its officers, the complaints in these actions charging fraud on the

plaints in these actions charging fraud on the part of Daniel Drew, then Treasurer. The complaints purported to be for the benefit of the stockholders, and prayed only for relief to the company. Commodore Vanderbilt was not a party of record in any of said actions, and publicly denied that he had any interest in or control over them.

The complaint further alleges that in July, 1868, a compromise of the said actions was effected between John S. Eldridge, the President of the Eric Company, and Daniel Drew, then its Treasurer, on the one part, and Richard Schell and Frank Work on the other part, by which it was agreed that the actions should be discontinued, that Mr. Schell should receive \$439,250 from the Eric Company, that Commodore Vanderbilt should be relieved of 50,000 shares of the capital stock of the company, and should receive

ONE MILLION OF DOLLARS,
and that the Erie Directors should purchase for
the company's account bonds of the Boston,
Hartford and Erie Raliway to the amount of
five millions at eighty per cent., and that the
company should pay no interest thereon, and
endorse the same.

The Erie Raliway Company adds that on or
about the 11th day of July, 1898, in this city, the
agreement was carried into effect, and in pursuance thereof the officers thus having charge
of the company's funds, acting in obedience to
the orders of the Directors. a majority of whom
were then under the control or influence of Eldridge and Drew, caused to be paid to Commodore Vanderbilt \$2,500,000 in cash, and bonds of
the Boston, Hartford and Erie Raliway to the
amount of \$1,250,000, belonging to the Erie Raliway Company, and endorsed by the President and
Secretary, in consideration of \$0,000 shares of the
company's own capital stock, which were then
TRANSFERRED BY COMMODORE VANDERBILT
to the company, and Eldridge and Drew, in obeto the company, and Eldridge and Drew, in obe-dience to the order of the Directors, at the same time and place, paid to Commodore Vanderbilt the additional sum of \$1,000,000 in cash out of the company's funds, without any considera-

the company's funds, without any consideration.

The Erie Company further says that at the time of making the compromise Mr. Eldridge was President of the Boston, Hartford and Erie Railway, and had a large interest therein as a stockholder and otherwise, and had great personal advantage to gain by disposing of the Hartford and Erie bonds to the Erie Company, and by procuring the company's endorsement thereon, and that Mr. Drew was largely indebted to the Erie Railway, and in one of the actions aforesaid an injunction had been granted by the Supreme Court restraining the Directors of the Erie Railway from endorsing any of the Boston, Hartford and Erie bonds, and from compromising the ctaim of the company against Mr. Drew. The complaint further alleges that the motive of Mr. Ediridge in

MAKING THE COMPROMISE was to put an end to the injunction, and the object of Mr. Schell and Mr. Work was to make money for themselves and all the persons interested, and to defraud the Erie Railway Company, all of which was, at the time of the transaction between the company and Commodore Vanderbilt, well known to the Commodore; that the defendant, at the time of this transaction, claimed to have control over the actions against the company, and over Messrs. Schell and Work, and Induced Messrs. Eldridge and Drew to use their influence with the other Directors of the company to complete the purchase of his stock, by promising that the actions should be discontinued if such purchase was made.

thority under its charter to purchase shares of its own stock, nor had it any use for them, and the price paid by the company to Commodore Vanderbilt was at least FIVE HUNDRED THOUSAND DOLLARS

more than he could have obtained in the mar-ket; that before beginning this action, the com-pany tendered to Commodore Vanderbilt fifty thousand shares of its capital stock, and de-manded the return from him of the money and bonds received by him, but he would not return them.

them.

Whereupon the company demands judgment:

1. That Commodore Vanderbilt be restrained
by injunction from selling or otherwise disposing of any of the bonds of the

ing of any of the bonds of the

BOSTON, HARTFORD AND ERIE

Railroad Company received by him from the
Eric Company.

2. That the defendant deliver to the company
the bonds aforesaid.

3. That if the defendant is unable to deliver
all the bonds aforesaid, he be required to give
good and sufficient security for the protection
of the company against all claims of purchasers
thereof, and also to pay to the company the value
of bonds not delivered by him.

4. That Commodore Vanderbilt pay to the
company three million five hundred thousand
dollars, with interest from the 11th of July, 1868.

COL. FISK'S AFFIDAVIT. The complaint is supported by the following amdavit: amdavit:
City and County of New York.—James Fisk, Jr., being
sworn, says that he is one of the Directors of the plaintiff, and that the foregoing complaint is true of hit we
knowledge, except to the matters which are the year
stated upon information and belief, and that as to those
matters he believes it to be true.

JAMES Fisk, Jr.
Sworn to before me, this 10th day of December, 1888,
MORTIMES SMITH, Notary Public, New York.

mstters be believes it to be true.

Sworn to before me, this 10th day of December, 1888.

MORTIMER SMITH, Notary Public, New York.

Commodore Vanderbilt's answer is a general denial of the main allegations in the complaint. He denies that he had any interest in or control over the actions against the Erie Railway Company in the spring of 1868, and asserts that he made no denial or statement on the subject until after the controversy in the action arose. He admits that the actions in the complaint mentioned were compromised in or about the month of July, 1868, and he alleges that such compromise was completed and closed and said actions were discontinued on or before the 3d day of July, 1868. But he denies any knowledge of the terms of such compromise. He was not a party to the compromise or agreements, and had no connection with them, and did not interfere or take any part therein. No person was authorized to represent him, and therefore he alleges that no person did so represent him.

He says that on or about the lith day of July, 1868, he received from Jay Gould the \$1,000,000, and also bonds of the Hoston, Hartford and Brie Company to the amount of \$1,350,000, and also bonds of the Hoston, Hartford and Brie Company to the amount of \$1,350,000, and diso bonds of the form of Smith, Gould, Martin & Co., of which Jay Gould was then a member, the further sum of \$2,500,000 in a check, and thereupon delivered to said Henry N. Smith certificates for 50,000 shares of Erie stock.

But the defendant denies that said bonds or sums of money were paid or received in pursuance or by virtue of any compromise with the Erie Railway Company, or were received without consideration. He denies that te had eny knowledge or belief that these bonds or sums of money sums of money sums of money such the Beller Hall. He had any knowledge or belief that these bonds or sums of money

BELONGED TO THE ERIE RAILWAY.

He admits that the bonds of the Boston, Hartford and and Erie Railway received by him were negotiable, but denies that they were received under any arrangement.

The Commodore also admits that in December, 1868, and upon the beginning of this action. James Fisk, Jr., offered to him certain papers, which he said were certificates for fifty thousand shares of Erie stock, and demanded of him certain money and bonds, which he alleged had been received by the Commodore from the Erie Company. Commodore Vanderbilt said in reply that he was not aware that he had had any such dealings with the Erie Railway, and he did not comply with the demand.

WHAT THE ERIE'S LAWYERS SAY. BELONGED TO THE ERIE RAILWAY.

WHAT THE ERIE'S LAWYERS SAY.

A SUN reporter visited Mr. Macfarland, of ounsel for the Erie Railway, in relation to this

counsel for the Eric Railway, in relation case.

Mr. Macfarland said that the appeal papers were being prepared for the hearing at General Term, and that the suit would be pressed to a trial with all possible despatch. Notwithstanding the decision of Judge Barnard against Col. Fisk and the Eric Ballway, the company undoubtedly had right on its side. Mr. Macfarland had no doubt that the Eric treasury would soon be still further replenished with three million and a half of dollars from Commodore Vander-bilt's stress box.

LATEST FROM THE MODOCS.

The Indians Ambush a Supply Train-Two Men Killed and Four Wounded-The Sayages Reinforced-Capt. Jack's Camp to be Bombarded-A War Meeting in Yreka.

Bombarded—A War Meeting in Yreka.

From the San Francisco Chronicle.

YREKA (Cal.), Dec. 26.—Alex. McKay and P. A. Dorris have just arrived, and from the former we learn that a wagon load of supplies, escorted by seven men, was attacked at the southeast end of Tule lake, in sight of Capt. Bernard's company. The Indians were lying in ambush waiting for the wagon, and in their attack kliled the driver and one of the guards, and also wounded four others. Five mules were also killed. Capt. Rernard's company went to their assistance, and the indians escaped to the rocks and succeeded in getting away with only one pair of blankets from the wagon.

The Modocs are being gradually reinforced by stragglers from the Reservation tribes notwithstanding the professed friendship of the Reservation Indians. It is also believed that some of the Pit river Indians from Eastern Siskiyou are joining them.

Some of the soldiers immediately after the

vation Indians. It is also believed that some of the Pit river Indians from Eastern Siskiyou are joining them.

Some of the soldiers immediately after the attack on the wagon and escort, went to Miller's Island and took a view of the Indian camp, where they saw more Indians than usual, which convinced them that the Modocs have been receiving reinforcements from some quarter.

The time of the Oregon Volunteers has almost expired, and they will soon be mustered out. There are about 280 soldiers in the field, and so many are required for escort, standing guard, and other duty that there are but seventy-five men to do the fighting, being less than the number of oombatant Indians. The fighting is now in California, and likely to remain in the lava section, south of the boundary, for some time. There are only fourteen soldiers left at Fort Klamath, and there are about 2,500 Indians on the reservation, consisting of Modocs, Snakes, Laiskes, and remmants of other tribes.

Should the hostility be prolonged there may be grest danger of an outbreak at the reservation, is which case the settlers in the neighborhood will be in great danger of their lives and loss of property. It seems to be a difficult undertaking to get at the Modocs in their present rocky retreat, and we learn that 300 bombshells and a quantity of artillery ammunition have been sent for. Bombshells are something the Indians are not acquainted with, never before having smelt gunpowder in that shape.

The citizens of Yreka had a large mass meeting this evening to consider the matter of obtaining assistance from the Governor for the suppression of Indian hostilities in this county. The meeting was organized by the election of William Stine, Chairman, and Robert Nixon, Secretary.

The meeting was organized by the election of William Stine, Chairman, and Robert Nixon, Secretary.

P. A. Dorris stated that, owing to the necessity of guarding and escort duty, a very small force was left to do the fighting, and that if the Indians were attacked in large force they would make a raid on the settlers either toward Hot Spring Valley or into the Tule Lake Valley, in Dorris's, Fairchild's, and Van Bremer's vicinity, within twenty miles of the Modoc camp.

A letter from Gen. Ross of the Oregon volunteers was read, in which he says he had duly considered the propriety of calling for volunteers in California. From his knowledge of the exposed settlements within reach of the Modocs they can, in one night, make a raid and murder all the families from the north side of Klamath lake to Willow creek and vicinity, south of Tule lake, and be in but little danger of harm themselves. His command of Oregon militia was called out for thirty days, and he does not know whether he can hold his men when their time is out. They have a high snow mountain between them and their supplies.

Lieut.-Col. Wheaton, commander of the Lake section, has been urging him to assist him. Ross is acting under the orders of Major Green in crossing the line into this State. Gen. Ross says the regulars are insufficient in force to move upon the Indians and at the same time protect the settlements.

Remarks were made by Judge Shearer. Wm. Irwin, Dr. Ream, R. O. Dewitt, Alex. McKay, John Harris, and others, when, on motion, P. A. Dorris was deputized to proceed to Sacramento and lay the whole subject before Gov. Booth, with an urgent request, on behalf of the citizens of Yreka, to provide protection for the exposed settlers of this county in the Modoc neighborhood.

TITE LOUISIANA TROUBLES.

The People Determined to Inaugurate a New Legislature on Monday-Serious Trouble Apprehended, and a Riot Throatened. NEW ORLEANS, Jan. 3, 1873.—The proceed-

ngs at the mass meeting last night appear to have deeply stirred the people of this city. There is a settled determination to inaugurate a new Legislature on Monday in opposi-tion to the Pinchback Assembly, to be composed of those who claim to be the legal representatives of the people of Louisiana, and who are prepared to submit their claims to the "final arbitrament" if it should be necessary, preferring a territorial government to that now existing. And hence we have rumors of physical

ing. And hence we have rumors of physical conflicts, and trouble is seriously apprehended. The place of meeting of the people's Legislature is not announced. The hint that the arms had lately been removed from the armory on Carondolet street, under the direction of Gen. Longstreet, and placed in the hands of the colored regiments is regarded as threatening. The citizens, however, have determined to muster in force, massing themselves where they will be needed to guard the approaches to the Assembly room with the smallest necessity for violence.

Should the United States troops in this situation of affairs be injudiciously handled, the gravest consequences may follow. There is a dangerous undercurrent of coloring prevailing here just now that is charged with combustion.

Kellogg cisims there will be no trouble on Monday; but Kellogg is still on the fence, waiting for the administration to pick him up when it will be obliged to drop Pinchback.

The members of the existing Legislature have not yet received any pay, and will not be entitled to any if a new Legislature should be installed; hence their bitter hostility to any movement looking to their dissolution as a representative body. They are supposed to favor physical interference with the new Assembly on Monday, hence the great danger of a riot.

THE PUBLIC DEBT.

An Actual Increase of Nearly \$4,000,000— Over \$16,000,000 Paid for Interest on Pacific Railroad Bonds.

WASHINGTON, Jan. 3.—According to the debt statement for this month the Pacific bonds outstanding are \$64,623,512, on which there is interest accrued and not paid \$1,938,705.36. If this is true, then the increase of the debt during the is true, then the increase of the debt during the past month should be that much greater, namely, \$3,625,013.16, instead of \$1.684,307.80, as the statement erroneously sets forth.

In view of the Credit Mobilier revelations, which are agitating the public mind so deeply, it is a little unpleasant for taxpayers to be told, as they are in the last debt statement, that the Government has thus far paid \$16,570,575.54 interest on the bonds of the Pacific Railroad, all of which has gone into the pockets of a few nalobs like Oakes Ames, Joan B. Alley, and the Mobilized Congressmen.

Yesterday morning there was another sup-posed incendiary fire in Orange, N. Y., which resulted in serious loss. Shortly before 2 o'clock the fire was discovered in the rear of J. P. Ennis & Co.'s cradle facdiscovered in the rear of J. P. Kniis & Co.'s cradle factory in Main street. The alarm was given and several companies of the Fire Department were quickly on the spot throwing streams upon the fiame. The building, which was of wood, could not be saved, however, and the firemen's efforts were directed to saving adjoining property. The fire spread no further, but the factory with its contents was entirely destroyed. The building was owned by Mr. George Lindsley, who loses \$2,000, and who is insured for \$500. Ennis & Co. lose \$5,000. Their insurance is for \$5,000. It is said by a private watchman that he saw a man running away from the building at anout the time the Ser commenced, and that he gave him chase but could not overtake him.

Ice Gorge in the Ohio and Mississippi CINCINNATI, Jan. 3.-The ice gorge at Wheel-CINCINNATI, Jah. 3.—The ice gorge at Wheeling, West Virginia, gave way this morning, carrying down the steamer Carrie Brooks. The korge at Madison, Indiana, also gave way this morning, carrying the steamer General Buell a mile below, and sinking her. The ice in the Lieking River has just started.

ST. Louis, Jan. 3.—A large cake of ice got detached from the gorge at Arsensi Island and anchored yesterday afternoon below this city. During its passage down the river it carried with it two transfer boats and a barge, and sunk a barge loaded with iron which was lying alongside the towboat Wild Duck at Carondelet.

PITTSBURGH, Jan.3.—A large amount of ice has been running in the Monongahels river, but has caused little damage. The large number of canal barges at different points above here are now out of danger. The Petrolia, an old towhoat, was struck by ice at the wharf this afternoon, and sunk below Smithfett street bridge. The loss has not been ascertained. I. is rumored that there are twelve feet of water at Rochester. Two steamboats were sunk there to-day by the ice.

Accident to Gew. Butterfield.

Last night Geh. Daniel C. Butterfield, while passing Spring and Hudsen streets, was knocked down and injured by a runaway team. Coroner Nelson W. Young, who witnessed the sceident, assisted the General to a drug store. He then went nome.

Joseph Holdenburg, a glazier, of 68 Henry street, was struck on the head by a hard snowball on New Year's Day and fell deed. Cornelius Crow, aged 15, impligator, of 187 Cherry street, has been awasted.

ANTE LEGISLATIVE NOTES ALONZO B. CORNELL BOOKED FOR

The Contest for the Clerkship Between Barker of Kings and Parker of Cayuga—Over Forty Candidates for Sergeant-at-Arms— The Aspirants for the Lendership.

ALBANY, Jan. 3.-Very few Assemblymen and no Senators have arrived here as yet, but a crowd is expected to-morrow. Speaker Cor-nell, as everybody calls him here already, ar-rived this afternoon. He has taken the pariors at the Delavan formerly occupied by the Hon. Wm. M. Tweed, and has been continually besleged by candidates for clerkships, Sergeant-at-Arms, and other positions, ever since his arrival. Notwithstanding there are so few members of the Legislature here the hotels are well filled, and almost exclusively by candidates for the

CANDIDATES FOR CLERK OF THE ASSEMBLY. No less than seventeen names are mentioned for the clerkship, the most prominent of which for the clerkship, the most prominent of which are ex-Senator O'Donnell, Mr. Barker of Kings, Parker of Cayuga, and Allen, Assistant Clerk of the last Assembly. Senator O'Donnell held a strong lead up to the arrival of Speaker Cornell to-day, it being freely asserted that he was the choice of Mr. Cornell. Upon that gentleman's arrival, however, he utterly repudiated the asshall be chosen for Clerk or any other position as endorsing any particular candidate. This, of course, has given renewed courage to the other candidates and the fight promises to be very lively. Mr. O'Donnell left for New York to-day, it is said to see ex-Collector Thomas Murphy about it.

it is said to see ex-Collector Thomas Murphy about it.

To-morrow a large delegation from Brooklyn, headed by Supervisor Dutcher and Commissioner W. A. Fowler, will arrive here to press the claims of Mr. Barker, while all Cayuga and the country round about are coming to labor for Parker. From these two it is almost certain the choice for Clerk will be made.

FORTY CANDIDATES, AND MORE COMING.

FORTY CANDIDATES, AND MORE COMING.
For Sergeant-at-Arms there are said to be about forty candidates now here, and more coming. At present Mr. Goring, a member of the late Reform Legislature, seems to be the favorite. Mr. Rheinhardt, Sergeant-at-Arms last winter, and Mr. Fisk, his assistant, are also developing a good deal of strength. By to-morrow night, however, an entirely new man may have distanced them all. It is impossible to form any opinion until the reserves come up. It is conceded, however, that never before have there been so many candidates for office present at the opening of a session of the Legislature, and Speaker Cornell will be wise if he adheres to the resolution to have nothing to do with any slate.

THE COMMITTEES.

Of course there are all kinds of rumors as to the committees. &c. One which seems to meet with a good deal of credence is to the effect that there is to be a remodelling of the Senate committees. At all events Senator Palmer is to be punished for supporting Mr. Greeley by being removed from the Chairmanship of the Committee on Cities, and it is understood that Senator Perry of Kings will be his successor.

In the Assembly, the Chairmanship of the Ways and Means is said to lie between Mr. Husted, the Baid Eagle of Westchester, and D. G. Fort, with the probabilities and qualifications all in favor of the former. The latter gentleman, however, claims it by reason of his having defeated the Hon. Dewitt C. Littlejohn in the late election, and carried his district for Grant. It is probable, however, that he will have to be content with his position of last winter as head of the Canal Committee, though the Hon. F. A. Alberger of Erie is very desirous of that place, but the Canal Ring are understood to be bitterly opposed to him.

The Cinarmansing of the Committee on Railroads will probably go to the Hon. R. R. Pierson of this city, should he desire it. If not, then it is said he will name the man who does get it.

The Hon. L. Bradford Prince would like to be Speaker, but that matter being disposed of, he will resume the position he so creditably filled last winter at the head of the Judiciary Committee. THE COMMITTEES.

THE LEADERS IN THE ASSEMBLY. THE LEADERS IN THE ASSEMBLY.

It is understood that the Hon. John C. Jacobs of Kings will receive the compilment of the nomination for Speaker from the Democrats. This will, according to precedent, give him a place on the Committee of Ways and Means. Mr. Jacobs and the Hon. Smith M. Wood of Clinton are booked to be the leaders of the Democrats in the Assembly this winter. Who will lead the Republicans on the floor does not seem to be so clear, though the name of Mr. Husted is frequently mentioned in that connection. It is asserted that the Hon. D. G. Fort believes himself to be the coming man, though

A BROKEN BAIL.

Two Passenger Coaches Thrown Down an Embankment and Takes Fire—Several Persons Seriously Injured.. CLEVELAND, Jan. 3.—Early this evening the express train going north on the Pittsburg

and Erie Railroad ran off the track at Moravia, the two rear cars going down an embankment of thirty feet.

Twenty passengers were injured, but none seriously except one old lady, who had her leg

broken. The injured passengers were taken to Newcastle and Youngstown. A broken rail was

ANOTHER ACCOUNT.
ERIE, Pa., Jan. 3.—This afternoon the train bound north on the Beaver Valley Branch of the Pittsburgh, Fort Wayne and Chicago Railroad struck a broken rail near Moravia, about five miles south of New Castle, and the train, consisting of a baggage car and three coaches, was thrown off and down seembankment. Two of the coaches were burned, taking fire from the the coaches were burned, taking fire from the rear car. None of the passengers were burned or killed, but several were injured. The foliwing are their names:
Seriously injured: Mrs. Eliza Hunter, Mackeesport, Pa., leg broken; Mr. Fellows, Youngstown, badly hurt about the head. Sligity injured: John Bailey, Youngstown, Ohio; William Lowrie, Youngstown, Chie, Wallston, Carbaugh, Johnstown, Pa.; John Flynn, Power's Station; Geo. Read, Johnstown, Chas. Passavant, Fittsburg; John Bott, Greensbury, Pa.; J. H. Hammood, New Hamburg; Enoch Evans and wife, Sharon; Mary O'Nell, Sharon; P. Sherry, Newcastle, Pa.; C. B. Vateman, Pittsburgh; Philip Osborn, the guard; Minnie Winters, Newcastle; C. C. Young, Albion, Fa.; Caroline Mulrgan, Sharpsville, Fa.; M. P. Hewitt, Sharpsville; George Woodnef, Newcastle; and C. K. Phipp, the brakeman, of Newcastle.

UNITING THE DEMOCRATIC PARTY. The Meeting at Demilt Hall-Calling for Pop-

A few gentlemen professing to represent the honest Democratic voters of New York assembled last evening in Demilt Hall to consider the feasibility of forming a new party. But few of the signers of the call attended. The only well-known politicians who were there were ex-Congressman R. B. Roosevelt, Smith Ely, Jr., and A. J. Rogers, Commissioner Richard M. Henry, Gen. Duryea, Col. Bagley, Assemblyman

Charles Crary, and the Hon. John S. Giles. Mr. Roosevelt took the chair, and said that the purpose of the meeting was to endeavor to

the purpose of the meeting was to endeavor to devise some plan to unite the Democratic party in this city. He was in favor of the formation of a third organization.

The Hon, John S. Glies and Mr. James Keyes were chosen as Secretaries of the meeting. Addresses were delivered by several gentlemen on the best means of uniting the Democracy. Some were in favor of a union with Apolio Hall against the common enemy, Tammany Hall. The majority, however, were inclined to the organization of a new party.

It was voted that the Chair appoint, within a fortnight, a committee of twenty-one, who shall draw up a plan of organization to be submitted to a future meeting.

LOUISVILLE, Jan. 3.—The gorge at Madison, Indiana, broke at 4 o'clock this morning, taking the steamer Gen. Buell down a mile and sinking her. The steamer Gen. Buell down a mile and sinking her. The vessel is a total loss. It also broke to pieces and sank, the steamer Nat Williams, together with a forry boat! The gorge also pushed a large number of empty cosbarges and some loaded ones on the bank and completely wrooked them.

From \$P\$. M. yesterday to \$0'clock this morning the river at Matison rose eight feet. The following are the loases: The Gen. Buell. \$40.00; Nat Williams, \$2.00; the feery boat, \$2.00; coal and cupty barges, \$50.00; total, \$74.00. The corge is looked for at Louisville with considerable anxiety. It is expected about \$P\$. M. CAPT. CAMERON'S OBSECUIES.

he Pelice and the Masonic Fraternity to Escert the Remains to St. Paul's M. E. Church and thence to Norwalk.

The captains composing the Committee of Arrangements will be the police pall-bearers.

and they with eight from the Masonic fraternity will report to Inspector Dilks at Police Headquarters at 11:30 A. M. on Sunday. They are as follows: Capts. Ulman, McCullagh, Gunner, Sanders, Williams, Ward. Hedden, and Burden. Alma Lodge, F. and A. M., U. D., Zerubbabel Chapter, R. A. M., No. 147, and Morton Com-

Aima Lodge, F. and A. M., U. D., Zerubbabel Chapter, R. A. M., No. 147, and Morton Commandery, No. 4, K. T., met last evening in Brevoort Hall, Fifty-fourthstreet and Third avenue, and made the following arrangements:

On the arrival of the body at the church it will pass under an arch of steel formed by the Knights Templar, who will previously assemble in their rooms in Odd Fellows' Hall and march up. The chancel pews will be reserved for the Knights. The body will pass down the south aisle and be placed in front of the chancel. Alma Lodge will take the south side of the south central aisle. The family will take the middle pews in front of the chancel. Puritan Lodge, No. 339, will take position in rear of the family. The pall-bearers will be seated to the left of the family on the north central aisle, and the Police Commissioners on the extreme left. The captains, sergeants, and others will be in rear of the Commissioners.

Capt. Hedden informed the Lodge that the captains forming the Committee of Arrangements, who are also pall-bearers, will accompany the remains to Norwalk on Monday, in company with members of the Masonic fraternity. Eight pall-bearers from the lodge and eight from the Commandery will be appointed to accompany those from the police.

The religious services will be performed by the Rev. Mr. Foss, assisted by the pastor of St. Paul's Methodist Episcopal Church. The musical portion will be performed by the choir of the church, and the Masonic services by the Deputy Grand Master, R. W. Elwood E. Thorne.

Alma and Puritan Lodges will assemble at 8 Union square, and will remain until the body arrives. Then they and the K. T.'s will accompany the remains to the church. The musical portion will be performed by the choir of the church, and the Masonic services by the Deputy Grand Master, R. W. Elwood E. Thorne.

Alma and Puritan Lodges will assemble at 8 Union square, and will remain until the body arrives. Then they and the K. T.'s will accompany the remains to the church.

All the captains and serg

A Characteristic Note from S. S. Cox - The Funeral of the Victima To-Day. Congressman Samuel S. Cox sent the fol-lowing characteristic letter to Judge Dowling resterday, enclosing a check for \$200 for the relief of the families of those who lost their lives in the Centre street fire:

in the Centre street fire:

13 EAST TWELVTH STREET, NEW YORK, JSB. 2, 1573.

MY DRAR JUDGE: You anticipated me in a little affair of the least when the conflict as to power and means occur and the conflict as to power and means occur and the conflict as to power and means occur and the conflict as to power and means occur and the conflict as to power and means occur and the conflict as to the conflict as to power and means occur and the conflict as to conflict as to

carnate spirit of mercy, dear Judge, save something of those domestic agonites in Centro street by making them brief.

Ever yours.

Sergeant John Brogan of the Chambers street police station and Sergeant John J. Quinn of the First District Police Court have each subscribed \$10 toward the general relief fund. Alderman Peter Gilsey sent for Capt. Kennedy yesterday afternoon, and informed him that he might call upon him for any amount necessary to alleviate the distress of the families of those who suffered by the fire.

The funerals of the victims, which were to have taken place yesterday, were deferred until to-day, in consequence of the almost impassable condition of the streets.

A NEWARK TRAGEDY.

Man Kills his Mother-in-Law and Se riously Injures his Wife. A murder was perpetrated in Newark late on Thursday night. It was in a liquor saloon at 67 Jackson street, kept by John Murphy, who, with his wife, lived in the building. Mrs. Murphy's mother, Mrs. Mary Ann Kane, aged about forty-five years, was visiting the family of her son-in-law on New Year's Day, and had remained at the house, intending to return to the home of her own parents in Riyer street yesterday. She had not been on good terms with her son-in-law, and it is said that they had some angry words when she first arrived at his house on Wednesday, but there was no serious difficulty until Thursduy, when Mrs. Kane and her daughter indulged too freely in drink.

Murphy, who had been away from his place in the evening, went home between 10 and 11 o'clock partially intoxicated and bogan to quarrei with his wife. They finally engaged in a souffie, and Murphy struck her one blow. Mrs. Kane stoed by, taking no part in the fight; but Murphy, after knocking his wife down, turned with great ferocity upon his mother-in-law. He first blow felled her to the floor. She fell across a chair and made no effort to rise or defend herself, being in such a position that she could scarcely more.

Murphy repeated his deadly blows with the iron, and crushed in her skull and face. Although she was still breathing, Murphy saw that she must soon expire, and turning with a threat upon his half-senseless wife, he hastily prepared for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for the struck her had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight. Within half an hour he had gathered for flight.

Ex-Senator Michael Norton's Surprise.

Last evening a large party of the solid citizens of the Eighth Ward made a surprise call on Senator Michael Norton and his accomplished wife at their residence, 42 Chariton street. The Thunderbolt was thoroughly taken by surprise as a few of his personal friends took this method of showing their esteem for him previous to his departure as a member of the Legislature next Monday.

At about 10 P. M. the party halted in front of Mr. Norton's house, and the band struck up "Hall to the Chief," Among the party the Sun reporter noticed Chas. Walsh, the Hos. Wm. liefle and wife, Mrs. Brower, Mr. Charles White and wife, Counsellor Charles A. Lane escorting Miss Letita Jackson, a charming blonde, Mrs. Jennings and daughter, Marshal MoDermot and wife, Mr. James Wite, Mr. Wm. H. Herrigadiner, Thomas Neiligan and wife, Mr. Wm. H. Herrigadiner, Thomas Heiligan and record in Albany would carry out the pledges he had made in the late canvass.

Probable Murder in Baltimere.

Probable Murder in Baltimere. BALTIMORE, Jan. 3.—On Sunday evening last BALTIMORE, Jan. 3.—On Sunday evening last the dead body of Eugene A. Purdell, supposed to have been a Frenchman, a clock cleaner by occupation, was found in a gully in the vicinity of Howe's store in Anne Arundel county, Md., with marks of violence upon it which indicate that the deceased had been murdered and robbed.

Purdell when last seen alive was with a man who had engaged to pilot him through the country. The Coroner's jury concluded the investigation this evening with a werdict that Mrs. Lapelcy came to her death by violence at the hands of some party unknown to the jury. violence at the hance of some very lary.

The post mortem failed to reveal the direct cause of death, as no marks of violence were found upon the body, except a few slight bruises on the abdomen. The theory advanced in regard to the case is that the oil lady was smothered to death with a piece of carpet which was found hijng by her side, and that a robbery was afterward perpetrated.

RROOKLYN.

On New Yoar's night while Miss Marcella King was attending a social gathering at the house of John J. Kinney, 64 President, she fell to the floor and expired.

SPARKS FROM THE TELEGRAPH.

The Emperor of Germany has conferred the order of the Black Eagle upon Prince Bismarck.

Gen. Sherman and Secretary Belknap have settled their differences in the appointment of Major Wm. D. Whipple as Aide-de-Camp and Adjutant to the General of the Army.

LOSSES BY FIRE.

A fire which at one time threatened the whole town of Delphi, Ind., began about half past 6 check last evening in Peterson & Condin's bakery, which is the animber of frame buildings, was destroyed.

The losses by the fire in Nashville on Thursday night are estimated at \$70.00. Of this amount \$45.00 falls upon Messrs. Northman, who are insured for \$80.00. The loss on the buildings and the damage to Winsead's shee stock by water are fully covered by insurance. It is believed that the fire originated through the operations of burglars, who had got into Newman's store.

THE AVALANCHE IN UTAIL

THE TERRIFIC SNOW SLIDE IN THE COTTONWOOD CANON.

Men, Mules, and Wagons Carried Acrem a Creek, and Buried on the Opposite Shore—Ten or Twelve Men Killed. Correspondence of The Sun. ALTA, Utah, Dec. 27, 1872.—There was a fearful snow slide near the old smelter, below Central City, yesterday, in which from six to ten teams and teamsters were buried. Three of the teamsters dug themselves out. Some of the teams were dug out, but none of the men were rescued except the three above mentioned.

Mr. Wallace, who was a passenger on the down coach, says that that coach was in the rear of some forty or fifty teams, and that the avalanche of snow came down the ridge of the mountain side about a half mile below the old Brune furnaces.

BURIED UNDER THE AVALANCHE. The stage was in waiting to pass the long line of teams in front, when all at once the slide, with a width of about 200 yards, and having a

with a width of about 200 yards, and having a depth of about ten feet, came down with terrifie violence, carrying men, mules, and wagons entirely across the creek some fifty yards distant, and burying them on the opposite shore. The news of the tragedy was immediately sent to Central and Alta cities, and a large force of men, armed with all of the shovels procurable in both towns, went to the resoue.

While a large force was engaged in endeavoring to rescue men, mules, and horses, others made a temporary track across the route of the slide in order that the mail coach and the rear teams might pass. Everybody went to work with a will. Animals with broken limbs that were disentended were shot, and others were left standing in snow pits, there being at the time the stage left no means of extricating them. THE RECOVERED AND THE MISSING.

THE RECOVERED AND THE MISSIMU-On Friday the body of Peter Kahn, or Dutch Pete, was recovered and brought to this place. Yesterday afternoon the body of Lerov Dibtis, formerly of Angola, Eric county, N. Y., was found and brought to this city by the evening

found and brought to this city by the strain.

There are now missing Peter Elliott, from need St. Joe, Mo., who was driving for W. H. Langford; Francis Brown, from South Cottonwood; Arthur Rogers, from Pike Town, Ohio; and C. Triplett, from Indiana. These are the men need known to be under the snow. In addition there are four or five travellers also buried, at two are known to have left Alta coming down and two or three left Granite going up.

and two or three left Granite going up.

SEARCHING FOR MORE BODIES.

On Friday night a numerously attended meeting was held in Alta, at which resolutions were adopted requiring every house to furnish a man for work on the avalanche with a view to recovering the bodies, and calling upon the various mining companies for men to assist in the like labor. About 150 men were at work yesterday, under the superintendency of Mr. N. Dramer, and their efforts were well and systematically directed. They cut a channel down the bed of the creek, which was completely covered, and by this means much loose snow was carried down the cafion, while the work of prosecuting the search was proportionately expedited.

A party of men also began at the lower end of the slide with long iron probes, and gradually worked their way up, not leaving a foot of superficial space as they passed opward, unsearched; so that it seems acarcely possible anybody could be underneath the scene of their operations without their discovering it. A force of men held in reserve will commence work today, who have not yet been engaged on the slida, and will continue the search for the bodies.

MIRACULOUS ESCAPES.

day, who have not yet been engaged on the slide, and will continue the search for the bodies.

MIRACULOUS ESCAPES.

Tof those carried away by the slide, or over whom it passed, four men escaped—Robert Mitchell, E. P. King, D. Smyth, and another whose name could not be ascertained. The latter escaped by taking shelter under an overhanging rock. Mitchell was carried a short distance, and was not much hurt. Yesterday he was working as energetically as any other to try and recover the dead bodies.

King was badly bruised, and was too much injured to work. Smyth was carried a distance of 450 feet, and told of the affair with as much nonchalance as if he had been accustomed to it. He retained consciousness for absem half the distance, and when he regained it he was inverted in the snow, heels up and head down. He kicked vigorously, and the more he kicked the more light he saw, until finally he was goot. There is no doubt that ten and perhaps eleven men have perished by the most terrific avalanche witnessed in these mountains for years.

A MYSTERY IN THE HARBOR. Paul Kahne's Companion's Stolen Trip to

Paul Kahne, a soldier from Governor's partially intoxicated. He and another mai shortly afterward embarked in a Battery boal

shortly afterward embarked in a Battery boal for his quarters. When about midway in the stream they were run down by the ferry boal Monticello of the Hamilton ferry line. Kahne was rescued by the deck hands, but his companion was drowned.

Kahne was taken quickly to the engine room of the Monticello, stripped and dressed in dry clothes, and enveloped in a quilt. Under this treatment he soon recovered. The circumstance was mentioned on the arrival of the ferry boal on this side, and the keepers of the Whitehall boats took a look around and missed a valuable boat. The man who had lost the boat went te the New street police station, and informed the sergeant in charge, adding that he desired te prosecute the survivor for the larceny of a boat. An officer was sent to the Monticello, and Kahne was taken from the engine room to the police station. He seemed badly scared, and the Sergeant could clicit nothing from him but that he had paid a man a dollar to row him te the island. He refused to tell who the man was. He was kept over night and yesterday morning was taken to the Tombs Court and committed for further examination.

Mr. Evarts not to Succeed Secretary Fish, WASHINGTON, Jan. 3.—The story about Mr. WASHINGTON, Jan. 3.—The story about Mr. Evarts going into Grant's Cabinet, vice Fish, who is to retire, has no foundation in fact. A member of the Cabinet said a few days ago that it was by no means certain that Fish would retire—that the President wished him to remain. He added that should Mr. Fish retire, it was probable that the portfolio of State would be tendered to Charies Francis Adams. The statement that Mr. Evarts is negotiating for the purchase of a fine house in this city, which was intended to bolster the correspondent's story about the Secretaryship of State, is unified. An advertisement prominent in the city papers of a house for saie, which was formerly occupied by Mr. Evarts, probably misled this purveyor of news.

Suicide of an Editor.

St. Louis, Jan. 3.—Frederick Kupp, editor of Belteene Illinois Zeitung, committed suicide last night by hanging in the doorway of his office. He had been considered insane for some time past.

Martin Deveney, who was sente ced to one year's imprisonment in October for killin. John Marr at West Concord, N. H., last June was pardoned out yesterday. He is said to be in the last stages of consumption. sumption.

Last evening as Mr. David D. Hyde of 23

Tompkins avenue, Brocklyn, was going home through
Lexington avenue, near Nostrand street, he was altacked by three men. Mr. Hyde tried to defead himself, but was knocked down and robbed.

JOTTINGS; ABOUT TOWN.

A young man fell on one of the slippery man trape in front of the Park Hotel on Thursday, and his life is despaired of. Gov. Hoffman will sail with his family for Europe on Westnesday next in the Parthia. The tous will consume two years. Charles Moore, the emigrant swindler, was taken back to Bing Sing on Dec. 23, and was not bailed in \$1,000 as was reported resterdar.

The pupils of St. Gabriel's Male Grammar School, East Thirty-sixth street, on New Years gave their principal a handsome gold watch and chain, values at \$100.

The Coroners were summoned yesterday to hold an inquest in the case of Carl Nauman, who was killed Jan. I by failing from the roof of 40 Delancy street while shoveling show.

Andrew M. McFarland, aged 85, a native of Sectiand, and formerly a dry goods merchant of eminence in this city, was found dead yesterday moraing in his bed at the Belmont Highel.

Mr. Fronde will sall in the Cocamie to day. He

in his bed at the Belmont Higtel.

Mr. Proude will sall in the Oceanic to-day. He dined quietly with Prof. Botta and his family at 25 Week Thirty-seventh street yesterday, and spent the evening a making finsi preparations for his departure.

Policeman Church round Mrs. Mary Kanne ia Tompkins Park yesterday afternoon suffering severely, having taken parls green because of her poverty. She was treated in Bellevae Hospital.

The Supervisors yesterday disputed about whether they legally cristed or not. Ex-Mayor Hamas and they do and E. Delahold Smith says that they do not. They edjourned without settling the question.

Washington Andrews, aged 18, employed by Oggood 6 Oc., brokers, of 18 Broad street was fathly injured yesterday by a large piece of ice falling from the roof as he was entering the office and struck him on the head.

A large and fashionable audience will en-doubtedly greet Mr. Edwin Sooth on his impiring per-sension of New Crear de Sansa to-day. Mr. Magoni-gie says the domand for sents for the matinge is un-precedented.